Multi Axial Asphalt
Heating system with up and down, Forward
And reverse adjustments
and fold up feature adjustment.

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Background of the invention

The present invention relates to re-heating and recycling
of old and new asphalt for permanent joint free repairs.
The prior art is replete with designs having a portable Multi axial
Infrared heating system supported on pneumatic wheels.
Various mechanisms have been devised for adjusting the
three separate infrared heating banks. The adjustments of the
infrared heating banks requires a series of adjustment steps;
For example there is forward and reverse movement, up and down movement and fold up feature. A primary object of the present invention is to provide in association with a compact
Fold up Design, an adjustable mechanism that permits precise
Heating Adjustments for various climatic temperature situations and asphalt conditions.

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References Cited

U.S. Patent Documents

5,114,284 May 19, 1992 Keizer 404/ 95, 96;

An extensive search of U.S. Patent resulted in numerous asphalt-heating unit but non-if any with close similarity. The example given 5,114,284 is a fold up design with a typical stationary heating bed.

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Summary of invention

The Multi axial designed asphalt heater generally designated in Fig. 5 represents an example of the practical use and ability of the present invention. It is an example of a asphalt heating system Multi axial design that can safely and precisely heat a large or small area of old or new asphalt "Soften" it to a workable state without damaging the asphalt surface, plus offer fold up compact convenience. In theory and practicality the non stationary heating elements with forward and reverse rotation 310 allows the asphalt surface to heat on a graduated scale, each pass of the heating element increases the asphalt temperatures and allow graduating heat penetration. In another aspect of the present invention there is provided a method of adjusting the heating elements mechanically up and down off the asphalt surface with the mechanical lever arm 35. With forward and reverse motion of the mechanical lever arm 35 urge rotation 30b, 30a and lift or decent of the main body, extending track rails and heating elements. Yet another object of the present invention Fig 5a is to provide in association with a fold up feature a means of positioning or adjusting angularity the outer extending heating elements. The various positional adjustments angularity upward provides exact heat clearances, avoids overheating and shut down delays. From the practical point of view the Multi Axial design of the present invention provides multi adjustments for precision heating of asphalt in all conditions.

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Description of Drawing

Fig.1 is a perspective left view from an elevated rear vantage plane of the side and top. This view illustrating the initial orientations of the invention in the fold out, full length and width positions in accordance with the present invention.

Fig. 2 is a detailed right side view, partially cut-away taken in a plane perpendicular to the invention in accordance with the invention.

Fig. 3 is a front detail view, partially cut-away taken in a plane perpendicular to the invention. Some detail that appears in Fig. 1 wind guard, propane hoses, element baffles have been removed for the purpose of illustrations.

Fig. 4 is a perspective right view from a slightly elevated front vantage plane of the side and top. This View illustrating the invention in the fold up position. Representational view showing Detail section view of the adjustment mechanism up and down. Some detail that appears in Fig. 1 element baffles has been removed for the purpose of illustrations.

Fig. 5 is a right side view taken in a plane perpendicular to the invention. It is a representational view showing the tending direction of linear movement of the Multi axial design as a function of its rotation and orientation of the ability.

Fig. 5a is a front detail view taken in a plane perpendicular to the invention. It is a representational view showing the tending direction of linear movement of the Multi axial design as a function of its rotation and orientation of the ability.

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Detailed description

In a broad aspect of the present invention there is provided a main frame base **5** with a sheet metal pan enclosure **5a** and side supporting frame base**10** with a sheet metal pan enclosure**10a** and pneumatic wheels **15** extending forward and extending to the rear pneumatic swivel casters **20** with locking devises. Extending upwardly from the main frame base **5** is an upper portion **25** pinned mounted atop the lower portion the main frame base and is rotatably mounted on the upper portion and lower portion for rotation about a pin **30a, 30b** axis. The upper portion **25** of the main frame base **5** is constrained to rotate relative to the lower portion the main frame base. Adjustment to the desired position of rotation may be achieved by the adjustment mechanism or lever arm **35** mounted to the lower portion extending upwards about the skew axis center bolt **40**. A bolt **45** connected to lifting arms **50** aligned on a common axis extends tangentially in relation to the axis center bolt **40**. With the adjustment mechanism or lever arm **35** connected on common axis with forward and reverse motion urge rotation and lift or decent of upper portion relative to lower portion. When a desired position of adjustment has been achieved it may be secured such as with a spring pin method along the tangentially side adjustment plate **55** mounted to lower main frame base **5** or may be secured and locked using the spring loaded locking mechanism **60** attached to the handle **65** extending upward from the main frame base. The adjustment mechanism or Lever arm **35** embodiment the use of a heavy spring **70**, a resistance mechanism from lower portion the main frame base **5** to upper portion **25**. From the skew center bolt **40** extending downwards is a bolt **75** connected to a rotational resistance arm **80** which causes a delay in resistance.

From the upward portion **25** of the main frame is a sheet metal enclosure covering top, two sides and front referred to as the main body **85**. Mounted on the Four Corners and exterior of the main body are additional

braces **90a, 90b, 90c 90d,** for added strength and body support. An arm extending forward from brace **90c** secures and locks in place the center heater frame **95**. Also extending left and right off the upward portion **25** of the main frame base and main body **85** are the fenders **100a, 100b** which are rotational secured about a pin axis **30a.** Extending forward from the upward part of the main body **85** is the track rail mechanism **105a, 105b** a left and right side with a radially shaped channel base designed for carrying and supporting radially shaped rollers **110** for rotation extending the full length of the track rail. From the track rail mechanism upwards are the truss mechanism **115a, 115b, 115c, 115d, 115e** for confining and centering the track rail **105a, 105b** and supporting the belt guard **120** with limit switches **125** attached on either ends, **125a** (holes) provide adjustment, closing or opening the distance between the limit switches. Cross bracing **130** attached to trusses **115a, 115b, and 115c,** provides anti twisting and side play integrity. A support post and a base pad **135** mounted at the far end of the track rail extending downwards adjust up and down and Folds inwards providing end track rail support. Radially shaped Hinge mechanism **140a, 140b** mounted left and right on a given point of the track rail mechanism **105a, 105b** enables the track to lock in a level position, using a spring pin method or rotate upwards vertically and backwards resting on a adjustable cross beam mechanism **145** attached to truss **115d**. Mounted to the inside of the radially shaped hinge mechanism **140a** is a spring loaded safety, locking arm mechanism **150** which drops downward and over the track opening during the rotation upwards of the track mechanism insuring the center heater frame and heater banks stay lodged in position. As shown in more detail **Fig.2** the rotation cycles of the heating elements forward and reverse is powered electrically with a electric motor **155** and gear reduction mechanism **160** mounted atop the upper portion **25** of the main frame base and is confined with in the thin metal exterior sheeting of the main body **85**. The electric motor and gear reduction mechanism and cog sprocket is assessable through a top inspection plate **165** or through a hinged rotational door **170** at the rear of the main body **85**. Extending forward from the gear reduction mechanism and the cog sprocket, is a cog belt drive system connected on either ends of the center heating frame with an idler pulley **175** located at the far end of the track. The rotation cycle and travel distance forward and reverse is controlled and is adjustable by limit switches **125** mounted on either ends of the belt guard **120** and opposing ends of the track. From the track **105a, 105b** down wards is the center heater frame**180** it is supported and suspended by the radially shaped carrying rollers**110**. As shown in more detail **Fig.3** the Heater Frames consist of the center frame **180** and a frame to the right **180a** and from the center frame a frame to the left **180b** connected to each other by radially shaped hinge mechanisms **185** which embodiments the use of spring resistance mechanism **190** anchored from the radially shaped hinge arms **185** attached to the center heater frame extending outwardly to anchor brackets located on the left and right heater frames. The radially shaped hinges **185** offers rotation of the right **180a** and left **180b** not the center heater frames **180** up wards with periodically degree adjustment settings **195** to the vertical position. The one half of the radially shaped hinge **185** that is attached to the center frame skew downwards has a slotted flat metal mechanism **200** to attach and adjust the height of an optional wind guard device **205** flat plates extending from left to the right located front and rear of the heating frames with a sewn lower flexible snap on skirt **210**. Attached to The center heater frame **180** skew forward are stabilizer legs **220a,220b** rotational up and down position by method of a center pin **225** and locking pin **230**. Extending upwardly from the rear left corner of the center heater frame **180** is a mechanism referred to as the hose whip **235** a device that is spring mounted at the base providing Flexibility, offers resistance and support for the Propane hose **240** during travel between the limit switches mounted on the belt guard on either end of the track. From the heater frames downward are the actual heating elements **245**. These heating element are constructed using a stainless steel material and a bank as described consists of two heating elements joined side by side to form a singular bank. The center bank two heating elements are supported by the center heating frame, the right bank two heating elements are supported by the right heating frame and the left bank two heating elements are supported by the left heating frame. Various mechanism have been devised from the heating element downwards are heat element baffles **250** on either sides of the heat element banks. These unique baffles safeguards against flame out of the heating elements during windy conditions and provide heat protection for thermocouples. Extending upwards from the side supporting frame is the main electrical control panel **255**. From the electrical control panel extending downwards and resting atop the side supporting frame base**10** is the electrical source a gas-powered generator **260**. Extending upwards from the rear portion of the main frame **5** base and the side supporting base **10** is the heating element fuel source two vertically placed propane